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Hon. William Jennings Bryan,
Secretary of State,
Washington, D. C.

From the British Ambassador.

British Embassy,
Washington,
April 11, 1914.

Dear Congressman:—I called today at the State Department with Colonel Farquhar, Military Secretary to the Governor-General of Canada, in order to discuss with the Counsellor certain representations made by the Department of State on the subject of a request received from the Fishery interests of the North East Coast. Colonel Farquhar intends leaving for Canada on the 13th and it was agreed that it would be convenient if, before he left, he should have a conversation with someone conversant with the local conditions. Mr. Lansing suggested that I should ask you to call at the Embassy, and I accordingly communicated at once by telephone, requesting you to be good enough to come here to confer with Colonel Farquhar. I have the honor to confirm this message and to ask that if possible you could come here at 10 on Monday morning, as he leaves at 12 and is anxious to explain the circumstances to the Canadian government, who are already in receipt of a copy of the State Department's note.

I trust that you will agree with me that a full and free exchange of views between you and Colonel Farquhar will be of service in promoting an understanding satisfactory to both parties.

I am, dear Congressman,
Yours Sincerely
(Signed) Cecil Spring Rice.
The Honourable A. P. Gardner,
etc., etc., etc.

"DON'T GIVE AWAY RIGHTS"

Says the Harbor Grace, N. F., Standard editorially under the caption of "Equal Privileges":

The Trade Review has an interesting article on the movement Gloucester is making to obtain more privileges than they at present enjoy in Newfoundland and Canadian waters. The Review, we are pleased to find, take the same view that we do. No privileges should be granted Gloucester men that would hamper our own industry. They, as their letter to Secretary Bryan shows, want—and that for little or nothing—"equal privileges" with our fishermen in the matter of entering our ports for bait, ice and supplies, for repairing fishing gear, and for the shipment of crews, and they hope that such privileges might be granted to all their vessels whether sailing or not without a nominal charge. Whilst we do not want to be ungracious, we must strongly deprecate anything that will put Gloucester in a better position than she now occupies by reason of her established position, her nearness to market, the privileges she already enjoys in British waters. Remove anything merely vexatious, but don't give away our fishermen's rights. —Harbor Grace Standard.

PACIFIC COD FISHERS SCARCE

San Francisco Firms Spar for Crews and Raise Wages 25 Per Cent

During the month of March, the cod-fishing firms of San Francisco have devoted their attention mainly to the outfitting and dispatching of the summer sea-fishing fleet, and all the vessels are now well on the way north. Aside from the schooner Allen A. and the power schooner Golden State, employed in bringing fish from the stations, the fishing fleet going direct from San Francisco this year numbers six vessels; the Sequoia and Galilee of the Union Fish Company, the City of Papete and the Glendale of the Alaska Codfish Company, and Ottilie Fjord and the Bertha Dolbeer of the Pacific States Trading Company. The schooner Vega, which left here February 17, completed her outfitting at Seattle, leaving that port March 10. The first of the sea-fishing boats to get away was the Bertha Dolbeer, leaving March 10, followed on the 18th by the Ottilie Fjord. The Sequoia left on the 21st, the Glendale and City of Papete both on the 23d, and the Galilee ended the procession on the 24th.

Alfred Greenbaum of the Alaska Codfish Company, says: "We have dispatched the schooners City of Papete and Glendale for codfishing in Bering Sea. The schooner Allen A. sailed from San Francisco March 2, with supplies for the stations. The local demand for codfish has been very limited, partly on account of the unusually hot weather that has prevailed about the middle of March.

"There has been unusual rivalry this year in obtaining fishermen for the codfishing vessels, and this has resulted in great benefit to the fishermen, who are paid this year 25 per cent. more for their catch than any previous year to fishermen out of this port. The same advance applies to men on wages. This condition should not be attributed to complaint on the part of the fishermen, but is entirely the result of the unwritten law in this business that owners of codfishing vessels show a spite and vicious feeling toward each other, which it seems impossible to overcome whenever outfitting time comes around. The outfitter who is the trailer, gets the worst of it, as the leader in offering high wages will have first pick of the high liners, while the trailer gets the trash, some not worth the food they consume. Under present conditions, the pay received by cod fishermen will be more than double that of a similar class of men employed as sailors along the coast."

C. P. Overton, of the Union Fish Company, says:

"Once more the codfishing fleet from this port has all towed to sea and is winging its way northward, bound for the Bering Sea, and once again the owners give a sigh of relief at the let up of the strain incident to the outfitting and the shipping of the crews.

"This season all the vessels were 'off in a bunch,' practically all having departed within a week.

"Codfishermen are scarce at this port these days, and wages and lays proportionately high. The Union Fish Company, however, has drawn but lightly upon the local resources, leaving this field practically to other people. We did not even bring one of our vessels alongside the wharf in San Francisco, doing our outfitting partly in Oakland, and the rest at Union City, where we took aboard the Sequoia the only crew that we shipped from this neighborhood. Our schooner Vega went early in the year to Seattle, where Captain Aune gathered his fishing crew from among his old friends and acquaintances, and the Galilee we manned with captain, a full crew, and a dress gang all brought direct from the far extremity of Cape Cod.

"The Portuguese fishermen in this importation were impressed with the size and the liberal outfitting of our San Francisco codfishing vessels. One of them remarked fervently 'By gar! I never seen so mooch grub in all my life!'

"We believe that by doing this the Union Fish Company has pioneered a movement that will help relieve the famine in fishermen out here.

"The outfitting of so many big vessels on this coast has put the cost of the fish away up high and may have the effect of putting the selling price away down low. Actually we are all gambling on a demand from the Atlantic, and we are playing pretty high stakes. It will take a good big Eastern demand to keep us from showing a loss this season.

"Just now the market is steady but there is a notable falling off in the demand, due to the late very warm weather. There will be a little spurt for the last week in Lent, after which we look to see the trade lapse into the usual summer dullness. Stocks in first hands are light but ample for all the usual seasonal demands.—Pacific Fisherman.

Herring Shy at Eastport.

The sardine canning season on the Maine coast began on Wednesday, but the little herrings were lacking, and none of the canneries at Eastport was able to commence work. Inquiries all along the coast, so far west of Eastport and on the shores of Passamaquoddy Bay and the Bay of Fundy, failed to locate any fish. Veteran weirman say that they have seen no signs of herrings this year.

This is the first time in many years that no herrings have been landed at Eastport on the opening day of the season. Ordinarily, several hundred hogsheds arrive.

Some of the packers fear that the herrings have left Eastern waters, influenced by the late, cold spring weather and adverse winds, and will not return until warmer weather sets in.

Another Power Line Trawler.

The power schooner Joe Baker, of Prince Rupert, B. C., has been fitted with machinery for hauling trawl lines from its deck. The vessel has made one trip since so fitted up, and met with excellent success.

POST CONDEMNS BEAM TRAWLING

Speaking of beam trawling, the Boston Post in an editorial of recent issue makes the following comment:

The movement in Congress to abolish by federal enactment the practice of steam trawling ought to have serious consideration. Every consideration requires that an industry so destructive, ultimately, should be restrained.

Very likely the use of the steam trawl upon the fishing grounds of the North Atlantic increases the supply of sea food for our people. It may perhaps hold down to some extent the price of such food in our markets. But whatever advantage is gained today must be paid for by cruel loss in the future.

Our fisheries will last forever under reasonable use as a source of food supply. Ploughed over by then murderous device of the steam trawl, they may yet pass as the buffalo ranges of the West have gone.

NEARLY WENT ON ROCKS.

Schooner Vere B. Roberts Had Close Call Off Here During Gale.

By scant margin the British schooner Vere B. Roberts, from Clementsport, N. S., avoided going on rocks off this port, during the northeast snowstorm and gale, Thursday afternoon. The schooner came into Boston after having been anchored below during the night. Capt. Benjamin was at the wheel when the rocks were sighted dead ahead, the thick weather having obscured them until the vessel was dangerously close. The helm was put over and the Roberts swung out of danger. During the storm waves that broke over the schooner's bows flooded the cabin and threatened momentarily to carry away the deck-load of pilings.

Injured Fishermen Home.

S. K. Chase and Simon Henderson, two of the crew of sch. Kineo which craft was hove down in a gale on the Grand Banks arrived on the Plant Line steamship A. W. Perry from Halifax at Boston, recently.

Chase and Henderson, who were asleep in the forecabin, were thrown from their bunks and were injured so badly that they were sent to the hospital at Halifax as soon as the vessel reached that port. The American consul furnished them with transportation on the Perry. The Kineo is now at Halifax repairing the damage she received.

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No paper on
account of State
Holiday*

TRUCK PARADE BOSTONWARD

Dozen of the City's Biggest Motors Took Gill Netters Catch to New Fish Pier.

Fish receipts here over the holiday were heavy, over 250,000 pounds fresh fish being landed since Saturday by the gill netters.

Most of the boats did well and every motor truck that could be secured was pressed into service to take the shipment up over the road for the Boston market this morning. Some 225,000 pounds in all were transported, T. E. Reed having all of his own machines, as well as those of the Cape Pond Ice Company and Gloucester Coal Company to carry up the stock, taking 12 big machines in all.

Off shore arrivals include schs. Aloha and Onato from "The Peak" with fresh fares and the British sch. E. M. Zellars, nine days from Le Have, N. S., with a cargo of salt herring for the Cunningham & Thompson Company.

Down from Boston is sch. Harriet with 80,000 pounds fresh fish and from Portland, sch. Cavalier with 2000 pounds salt cod. The Cavalier disposed of her 30,000 pounds halibut fare at Portland.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Harriett, via Boston, 80,000 lbs. fresh fish.

Sch. Aloha, "The Peak," 100,000 lbs. fresh cod.

Sch. Onato, "The Peak," 140,000 lbs. fresh cod.

Sch. Cavalier, via Boston, 2000 lbs. salt cod.

British sch. T. M. Zellars, Le Have, N. S., 507 lbs. salt herring, 43 bbls round herring, 75 bbls split herring.

Str. Ibsen, gill netting 2000 lbs. fresh fish.

Str. Alice, gill netting, 1200 lbs. fresh fish.

Str. Quoddy, gill netting, 2100 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 4000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 1600 lbs. fresh fish.

Str. Rough Rider, gill netting, 1025 lbs. fresh fish.

Str. Orion, gill netting, 10,000 lbs. fresh fish.

Str. Enterprise, gill netting, 1500 lbs. fresh fish.

Ser. Bethulia, gill netting, 4000 lbs. fresh fish.

Str. Venture, gill netting, 1500 lbs. fresh fish.

Str. Philomena, gill netting, 3000 lbs. fresh fish.

Str. Julia May, gill netting, 4000 lbs. fresh fish.

Str. Sunflower, gill netting, 800 lbs. fresh fish.

Str. Anna T., gill netting, 5625 lbs. fresh fish.

Str. Evelyn H., gill netting, 3200 lbs. fresh fish.

Str. Ethel, gill netting, 2500 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1500 lbs. fresh fish.

Str. Mary L., gill netting, 1400 lbs. fresh fish.

Str. Gertrude T., gill netting, 3500 lbs. fresh fish.

Str. Hugo, gill netting, 1000 lbs. fresh fish.

Str. Quartette, gill netting, 2200 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 550 lbs. fresh fish.

Str. Medomak, gill netting 1600 lbs. fresh fish.

Str. Water Witch gill netting, 3000 lbs. fresh fish.

Str. Lorena, gill netting, 1240 lbs. fresh fish.

Str. Delphine, gill netting, 3000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 4000 lbs. fresh fish.

Str. Randolph, gill netting, 325 lbs. fresh fish.

Sch. Fannie Belle Atwood, via Boston.

Sunday Gill Netting Fares.

Str. Alice, gill netting, 1200 lbs. fresh fish.

Str. Quoddy, gill netting, 4500 lbs. fresh fish.

Str. Randolph, gill netting, 400 lbs. fresh fish.

Str. Hugo, gill netting, 400 lbs. fresh fish.

Str. Rough Rider, gill netting, 5000 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 1500 lbs. fresh fish.

Str. Bessie A., gill netting, 2000 lbs. fresh fish.

Str. Enterprise, gill netting, 11,000 lbs. fresh fish.

Str. Bethulia, gill netting, 7000 lbs. fresh fish.

Str. Venture, gill netting, 390 lbs. fresh fish.

Str. Philomena, gill netting, 3000 lbs. fresh fish.

Str. Quartette, gill netting, 2300 lbs. fresh fish.

Sch. Little Fannie, gill netting, 9000 lbs. fresh fish.

Str. Sunflower, gill netting, 500 lbs. fresh fish.

Str. Evelyn H., gill netting, 4000 lbs. fresh fish.

Str., Ethel, gill netting, 6000 lbs. fresh fish.

Str. George E. Fisher gill netting, 4000 lbs. fresh fish.

Str. Mary L., gill netting, 750 lbs. fresh fish.

Str. Gertrude T., gill netting, 3500 lbs. fresh fish.

Str. Seven Brothers, gill netting, 4000 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 2400 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 4700 lbs. fresh fish.

Str. Mystery, gill netting, 820 lbs. fresh fish.

Str. Medomak, gill netting, 4000 lbs. fresh fish.

Str. Julia May, gill netting, 3000 lbs. fresh fish.

Str. Lorena, gill netting, 2275 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 8000 lbs. fresh fish.

Str. Quartette, gill netting, 2225 lbs. fresh fish.

Saturday's Gill Netting Fares.

Str. Ibsen, gill netting, 800 lbs. fresh fish.

Str. Alice, gill netting, 950 lbs. fresh fish.

Str. Quoddy, gill netting, 1200 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 5000 lbs. fresh fish.

Str. Rough Rider, gill netting, 5000 lbs. fresh fish.

Str. Randolph, gill netting, 340 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 2150 lbs. fresh fish.

Str. Carrie and Mildred, 900 lbs. fresh fish.

Str. Bethulia, gill netting, 4000 lbs. fresh fish.

Str. Venture, gill netting, 4000 lbs. fresh fish.

Str. Philomena, gill netting, 2700 lbs. fresh fish.

Str. Bryda F., gill netting, 2500 lbs. fresh fish.

Str. Hugo, gill netting, 950 lbs. fresh fish.

Str. Sunflower, gill netting, 3000 lbs. fresh fish.

Str. Anna T., gill netting, 6650 lbs. fresh fish.

Str. Bessie A., gill netting, 2000 lbs. fresh fish.

Str. Ethel, gill netting, 5000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 2000 lbs. fresh fish.

Str. Mary L., gill netting, 3700 lbs. fresh fish.

Str. Gertrude T., gill netting, 3500 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 6000 lbs. fresh fish.

Str. Julia May, gill netting, 500 lbs. fresh fish.

Str. Mystery, gill netting, 900 lbs. fresh fish.

Str. Medomak, gill netting, 3000 lbs. fresh fish.

Str. Lorena, gill netting, 2025 lbs. fresh fish.

Str. Quartette, gill netting, 2550 lbs. fresh fish.

Str. Water Witch, gill netting, 8500 lbs. fresh fish.

Vessels Sailed.

SAILED SATURDAY.

Sch. Volant, halibuting.

Sch. Ramona, flitted halibuting.

SAILED MONDAY.

Sch. Marguerite Haskins, south mackerel seining.

Sch. Victor, south mackerel seining.

Sch. Constellation, south mackerel seining.

Str. Thelma, south mackerel seining.

Sch. Eugenia, Georges handlining.

Sch. Meteor, Newfoundland.

SAILED TUESDAY.

Sch. Smuggler, shacking.

Sch. Elsie, shacking.

Sch. Stilletto, halibuting

Sch. Preceptor, halibuting

Sch. Mary F. Sears, Boston

Sch. John J. Fallon, towed to Boston by tug Eveleth

Sch. Flora L. Oliver, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut, codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.50; snappers, 50c.

Pollock, 90c.

Fresh halibut, 11c per lb. for white and 9c gray.

Northern Codfish Company.

The Northern Codfish Company has been incorporated at Seattle, Wash. with a capital stock of \$25,000. The incorporators are O. L. Willett, H. Carlson and Frank Oleson. This company has purchased the codfish stock of the old Blom Codfish Co., at DuPont, Washington, and will send the schooner Fortuna, and will send the schooner north this spring under command of Capt. Peter Nelson, former master of the Union Fish Company schooner Galilee.

Shark Sold for Sale.

Says the Pacific Fisherman: The term "man-eating shark" took on a new significance in San Francisco recently, when complaint was made to the state fish commission that independent fishermen have been catching, skinning and slicing sharks and selling them for tenderloin so the deception is said to be not at all difficult to work. A rigid inspection will be established to see that in the future the man who thinks he is eating sole is not in reality a man eating shark.

Canadian Schooners to Fish in Bering Sea.

The Canadian Fish & Cold Storage Company, Prince Rupert, B. C., March 25, sent the schooner Albe Meyer to Bering Sea on a codfish trip. This vessel made a trip to the grounds last year, but arrived too late for the fishing season.

Seized Vessels Sold by Canada.

The Canadian Government March 26 offered for sale at public auction, at Sapperton, B. C., the American gasoline schooner Active and a gasoline launch Bonita. The Active brought \$4,000 and the Bonita \$2,000. The Bonita was seized on July 16, 1913 and the Active in the spring of 1913. Both vessels were charged with illegal fishing inside the Canadian three mile limit.

Victoria Adds to Its Halibut Fleet.

Another addition is to be made to Victoria's fishing fleet. Captain Jacobsen is planning to send the little steamer Marie, formerly a seal schooner, to the halibut banks and now building the dories which she will carry.

Week's Receipts at T Wharf.

Receipts at Boston for the week ending April 17 amounted to 1,878,850 pounds of fresh fish from 36 firms as compared with 2,575,800 pounds from 82 arrivals for the corresponding week of 1913.

Plenty Alewives at Edgartown.

Sch. Teazer sailed from Edgartown Friday after baiting for Georges. According to a dispatch to the Times there are alewives enough on hand to trap to bait six fishermen.

Salt Mackerel Imports.

Imports of salt mackerel of 1913 catch landed at Boston to date amounts to 32,352 barrels against 30,199 barrels of the 1912 catch.

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PLENTY OF FISH— PRICES ARE LOW

Large Vessel Receipts Augmented by Big Amounts Over the Road.

After the holidays, trade opened brisk at the new fish pier this morning, there being a plentiful supply of all grades.

Quite a fleet of the off shore crafts came in, which with the Gloucester shipments gave the dealers plenty of stock.

Prices ruled low, wholesale quotations being \$1.50 to \$2.50 a hundred weight for haddock, \$3 for large and \$2 for market cod, \$3 for hake, \$2.50 to \$3 for pollock and \$2 for cusk.

Boston Arrivals and Receipts

The arrivals and receipts in detail are:

- Sch. Laverna, 40,000 haddock, 15,000 cod, 10,000 halibut.
- Str. Surf, 58,000 haddock, 7000 cod.
- Str. Crest, 77,000 haddock, 7000 cod.
- Sch. Alice, 53,000 haddock, 16,000 cod, 9000 cusk, 2000 halibut.
- Sch. Jessie Costa, 75,000 haddock, 5800 cod, 10,000 hake, 10,000 cusk.
- Sch. Manhasset, 10,000 haddock, 130,000 cod, 4000 halibut.
- Sch. James W. Parker, 22,000 haddock, 50,000 cod.
- Sch. Frances S. Grueby, 30,000 haddock, 15,000 cod, 9000 hake, 10,000 cusk.
- Sch. Eleanor DeCosta, 27,000 haddock, 21,000 cod.
- Sch. Progress, 23,000 haddock, 16,000 cod.
- Sch. Lucania, 18,000 haddock, 11,000 cod.
- Sch. Valerie, 20,000 haddock, 7000 cod.
- Sch. Mary C. Santos, 27,000 haddock, 18,000 cod.
- Sch. W. M. Goodspeed, 8000 haddock, 1600 cod.
- Sch. Richard J. Nunan, 14,000 cod, 14,000 hake, 14,000 cusk.
- Sch. Genesta, 4500 haddock, 1900 hake, 5000 cusk.
- Sch. Ethel B. Penny, 12,000 haddock, 12,000 cod.
- Sch. Hattie A. Heckman 4500 cod.
- Sch. Actor, 9000 cod.
- Sch. Eva Avina, 6000 cod.
- Sch. Laura Enos, 6500 cod.
- Sch. Olivia Sears, 4000 cod.
- Haddock \$1.50 to \$2.50 per cwt.; large cod \$3; market cod \$2; hake \$3; pollock \$2.50 to \$3; cusk \$2; halibut 14 cents for white and gray.

Suffered From the Gale.

News recently, states that the Boston fishing schooner Robert and Arthur drifted during the recent gale and fouled another schooner. Both vessels were at anchor in Provincetown harbor, and when the Robert and Arthur dragged and struck the other, she lost her main boom. The schooner, is at Pubnico, N. S., disabled and with her bowsprit gone by the board. She plugged into a hurried gust off shore and lost her canvas in the squall which swept her from her quarter.

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MUST CURE THE HERRING BETTER

Western Star Gives Good Advice to Bay of Islands N. F. Fishermen.

Under the caption, "Our Herring Industry", the Bay of Islands, N. F., Western Star of recent date says:

"The letter of Capt. Farquhar published in our last issue must be welcome news to those engaged in the herring industry.

"For a number of years the cured herring industry has been carried on with very indifferent results, we may say, at a loss, and in a great measure due to the careless and indifferent results, we may say, at a loss, and in a great measure due to the careless and indifferent methods of curing and packing. Now that we have been told in plain unmistakable language that if care and attention be given to the curing of herring and remunerative prices can be obtained for them we should act upon the advice given.

"The development of the great Canadian North West and the establishment of mammoth industries on the land have drawn away a vast army of United States and Canadian fishermen from the prosecution of the fishing industry, and those who supplied the capital in those countries to carry on the industry cannot now find operatives to engage in the work, hence the demand is yearly increasing for the fish products of this country. That we have an inexhaustible supply none can gainsay, but of what value is it unless we bring intelligence and skill in the prosecution and marketing of it.

"Food products of all kinds are sold upon their merits for quality not quantity. How many of us work upon the principal of catching large quantities of herring and afterwards find that in order to save them that proper care and attention cannot be given the work, and in order to avoid throwing them back again into the water we attempt the task of handling more than our abilities will permit.

"What is the result? Badly cured herring, poorly made packages and low prices. If we applied ourselves to the task of curing one half the quantity of herring and do the work well, our earning power would be increased many times, and Newfoundland herring would attain a very high standard and bring purchasers to our doors instead of having to look for them. When we commence to work with the thought uppermost in our minds that the herring we are handling and curing are for the food of man, and that the bright, clean well cured herring and well made package make the article pleasing to the eye and palatable to the consumer.

"When we purchase food products we usually go to the bright, clean and well kept store, we do not pass it by and go to the uncleanly in preference; people of other countries have the same desires and tastes and when they see the well made package and

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the bright herring of the Scotch packer they are going to purchase them in preference to our indifferent cure, even though the former cost very much more. It therefore, rests with us individually and collectively to make this industry tens of thousands of dollars of greater value annually. Let us turn over a new leaf, so to speak and resolve from henceforth to apply ourselves diligently to the work of creating a standard of quality for our herring that will ensure for them a market which will command double the price heretofore paid."

Sch. Harmony Saved.

After being abandoned by her crew as a total loss, sch. Harmony of this port, which was driven ashore at St. Pierre, Miq., was successfully floated Saturday and brought to harbor to be docked and will be repaired.

News that the Harmony had been floated was received by Manager Arthur E. Rowe of the Eastern Fisheries Company, Saturday. The news that the craft had been saved was most welcome information indeed, for Capt. Gibbs in his dispatch of Friday stated that the vessel would be a total loss.

According to particulars received, the Harmony was fishing on St. Pierre bank, a week ago yesterday, when a sudden gale compelled her skipper to cut his cable and hasten to shelter, leaving behind several skates of trawl and 400 fathoms of buoyed cable. On Thursday the vessel went out after her lines and cable, but when returning to port in tow of the tug Jeanne D'Arc, the tug's propellor broke and both crafts were driven ashore. The tug probably will be a total loss.

Boston Had Fresh Mackerel.

One of the Boston Fanuell hall market fish dealers Friday had on sale a half dozen fresh mackerel, the first to be received at Boston this season. The fish were large specimens and weighed about three pounds each. They were selling at \$2 apiece, which is one of the highest prices on record for fresh mackerel.

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Porpoise Steak Good.

The Portland Evening Express and Daily Advertiser says:

Boothbay fisherman landed among their other fish at Bath this week a porpoise which they sold for steak. They claimed it to be good eating. Despite the high cost of living planked porpoise, deviled dogfish, steamed starfish, sea urchins on toast, mussels a la ptomaine, scalloped sculpins, rockweed soup and other such economic sea foods somehow fail to appeal to us.

Steamer Kite Reported Safe.

The sealing steamer Kite, from which no tidings have been received for more than a month, was reported safe Saturday. The Kite, which is the smallest vessel in the sealing fleet, has about 70 men on board.

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SPRING CATCH OF LUNENBURGERS

The Lunenburg, N. S., schooner which have arrived from the bank with their catches to date are.

- The Clintonia, Mack, 500 qtls.; Marion Mosher, Mosher, 400 qtls.; R. L. Borden, Himmelman, 400 qtls.; M. M. Gardner, Baekman, 400 qtls.; Revenue Moosman, 400 qtls.; Jennie Ritcey, Ritcey, (Riverport), 400 qtls.; W. T. White, Knock, 450 qtls.; Lillian B. Corkum, Corkum, 400 qtls.; F. M. Toro, Corkum, 375 qtls.; Warren G. Winters, Silver, 260 qtls.; Carrie L. Hirtle, (Hirtle), 300 qtls.; Henry L. Montague, Knickle, 300 qtls.; Jennie E. Duff, Wamback, 250 qtls.; Assurance, Zinck, 200 qtls.; Matanzas Wentzell (Riverport), 250 qtls.; Lauretta Frances, Spindler, 400 qtls.

Lockeport Fishing News.

Following is the list of fish from April 6 to 11: The total catch was 192,655 pounds mixed fresh fish, and 825 pounds halibut. The Ohio was a high liner with a catch of 43,000 pounds mixed fresh fish and and 181 pounds halibut. Some of the vessels sold at Halifax and other points. The list of vessels is as follows: Togo, 520 pounds mixed fish; Ohio, 43,000 pounds mixed fish, 181 pounds halibut; Lydia May, 18,615 pounds mixed fish, 195 pounds halibut; Valmore, 500 pounds mixed fish; R. L. McKenzie, 23,395 pounds mixed fish; Julia Opp, 37,000 pounds mixed fish, Olive R., 90 pounds mixed fish; Roseway, 38,000 pounds mixed fish, 115 pounds halibut; Ronald B., 15,000 pounds mixed fish, 334 pounds halibut; Gladiator, 420 pounds mixed fish; Three Brothers, 3240 pounds mixed fish; Blanchard C., 2200 pounds mixed fish; Elval Belle, 1300 pounds mixed fish; Loh H. 1105 pounds mixed fish.

Arrivals at Halifax.

With large cargoes of fish, several schooners put into Halifax, Friday to bait. The schooner J. D. Hazen has nearly 34,000 pounds of salt fish on board, but did not discharge her cargo. Her captain intends to complete the trip before he sells. The Armit also arrived with a large catch, having 25,000 pounds in salt, she also does not intend to discharge her fare until completing her trip.

Several others vessels arrived at Halifax with various catches and take on bait.

The Norwegian Fishery.

The St. John's, N. F., Trade Review says:

The Norwegian fishery shows an increase of seven and three-quarter million fish since our report of last week was published. The last figures that reached us are 53,000,000 fish—a very high count for the first week in April. To same date last year, the figures were about 31,000,000 fish, and last year the voyage was a large one. From present indications Norway's catch this year will be, far, the largest in record of that country.